SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

SUPPLEMENT No. 2 to TIME TABLE No. 152

FOR THE

LOS ANGELES DIVISION

(Superseding Page 15 and Supplement No. 1 of Time Table No. 152)

To Take Effect Sunday, June 9, 1929, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only.

F. L. BURCKHALTER, *General Manager.*	R. L. RUBY, *Superintendent of Transportation.*	T. H. WILLIAMS, *Assistant General Manager.*	L. U. MORRIS, *Superintendent.*

FIRESTONE PARK SUBDIVISION.

	EASTWARD										Supplement No. 2 —To— Time Table No. 152 June 9, 1929			WESTWARD								
	SECOND CLASS				FIRST CLASS									FIRST CLASS					THIRD CLASS			
Capacity Sidings in Car Lengths	166 Local Freight	142 Local Freight	140 Tustin Freight	164 Local Freight	4 Union Pacific Passenger	22 Union Pacific Passenger	8 Union Pacific Passenger	20 Union Pacific Passenger	43 Union Pacific Passenger	Distance from San Francisco			Distance from Florence	3 Union Pacific Passenger	21 Union Pacific Passenger	7 Union Pacific Passenger	19 Union Pacific Passenger	44 Union Pacific Passenger	163 Local Freight	165 Local Freight	143 Local Freight	141 Tustin Freight
	Leave Daily Ex. Sunday	Lv. Daily Ex. Saturday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
IY	9.00 PM	8.30 PM	10.00 AM	5.00 AM						481.9	RIVER STATION TOWER 1.8		7.2						4.30 AM	11.59 AM	6.00 PM	6.15 PM
Yard BKYWTFP					11.00 PM	7.30 PM	6.05 PM	9.40 AM	9.20 AM	483.7	TO-R LOS ANGELES 1.5		5.4	s 6.00 AM	s 8.30 AM	s 9.10 AM	s 5.30 PM	s 5.35 PM				
					11.10 PM	7.40 PM	6.15 PM	9.50 AM	9.30 AM	485.2	WASHINGTON ST. JCT. 0.3		3.9	5.50 AM	8.20 AM	9.00 AM	5.20 PM	5.25 PM				
I										485.5	CROSSING P. E. RY. 0.9		3.6									
98										486.4	VERNONDALE 0.9	Double Track	2.7									
I										487.3	CROSSING A. T. & S. F. RY. 0.2		1.8									
										487.5	CROSSING P. E. RY. 1.6		1.6									
53 YWP	10.00 PM	9.20 PM	10.45 AM	6.00 AM						489.1	TO-R FIRESTONE PARK		0.0						3.30 AM	11.00 AM	5.00 PM	5.20 PM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Saturday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		7.2			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Lv. Daily Ex. Sunday	Ar. Daily Ex. Sunday
	(1.00) 7.20	(0.50) 8.40	(0.45) 9.60	(1.00) 7.20	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00		Time over district Average speed per hour			(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(1.00) 7.20	(0.59) 7.30	(1.00) 7.20	(1.05) 6.66

Switch Tenders will be located at Washington Street Junction 6:30 A. M. to 2:30 P. M. and 3.30 P. M. to 11:30 P. M. All westward trains from Union Pacific stop to clear Alameda Street unless a signal to proceed is received from Switch Tender.

All Eastward trains en route to Union Pacific will stop before crossing over Westward track near Washington Street Junction, unless signal to proceed is received from switch Tender.

All Westward trains and engines will not pass the clearing point of Union Pacific connection at Washington Street Junction when Switch Tender on duty, unless proceed signal is received from Switch Tender.

All Westward trains and engines must receive proceed signal from Switch Tender before passing 6th Street.

Eastward trains leaving Passenger Station will not proceed beyond fouling point of track on which standing unless proceed signal is received from Switch Tender at 6th Street.

Should it become necessary at any time to back a passenger train, attention is called to Rule 103B reading as follows:

"Passenger trains when backing up must be equipped with back-up tail hose with whistle attached."

In case Union Pacific Dispatchers desire signals displayed by their trains between Los Angeles and Washington Street Junction, clearance card issued eastward trains at Los Angeles will be authority to display signals. Westward trains will display signals to Los Angeles when holding Union Pacific orders for signals.

FIRESTONE PARK SUBDIVISION.

	EASTWARD			Supplement No. 2 —To— Time Table No. 152 June 9, 1929		WESTWARD	
	SECOND CLASS					THIRD CLASS	
Capacity Sidings in Car Lengths	166 Local Freight	164 Local Freight	Distance from San Francisco		Distance from Point Firmin	163 Local Freight	165 Local Freight
	Leave Daily Ex. Sunday	Leave Daily		STATIONS		Arrive Daily Ex. Monday	Arrive Daily
53 YWP	11.00 PM	6.30 AM	489.1	TO-R FIRESTONE PARK 1.2	18.9	3.30 AM	11.00 AM
30			490.3	TWEEDY 1.0	17.7		
			491.3	CROSSING P. E. RY. 0.5	16.7		
25			491.8	LYNWOOD 2.3	16.2		
61	11.30		494.1	COMPTON 2.1	13.9	3.00	
I			496.2	CROSSING P. E. RY. 1.5	11.8		
74			497.7	ELFTMAN 0.7	10.3		
			498.4	DOLORES (Spur) 1.6	9.6		
			500.0	WATSON (Spur) 1.4	8.0		
Y	12.01 AM	7.30	501.4	R THENARD (No siding) 0.5	6.6	2.30	10.00
			501.9	CROSSING P. E. RY. 0.2	6.1		
			502.1	BLINNVILLE 0.8	5.9		
32			502.9	WILMINGTON 1.6	5.1		
I			504.5	DRAWBRIDGE 1.0	3.5		
Yard BFWPK	12.30 AM	8.00 AM	505.5	TO-R SAN PEDRO 0.9	2.5	2.00 AM	9.30 AM
			506.4	CENTER STREET 1.6	1.6		
			508.0	POINT FIRMIN	0.0		
	Arrive Daily Ex. Monday	Arrive Daily		(18.9)		Leave Daily Ex. Monday	Leave Daily
	(1.30) 10.93	(1.30) 10.93		Time over district Average speed per hour		(1.30) 10.93	(1.30) 10.93

Westward trains are superior to trains of the same class in the opposite direction.

FIRESTONE PARK SUBDIVISION.

EASTWARD		Supplement No. 2 —To— Time Table No. 152 June 9, 1929		WESTWARD
Capacity Sidings in Car Lengths	Distance from San Francisco	STATIONS	Distance from End of Track	
Y	501.4	THENARD (No siding) 1.0	2.7	
	502.4	CROSSING P. E. RY. 0.2	1.7	
	502.6	MEAD (Spur) 0.3	1.5	
	502.9	GASPUR (Spur) 0.6	1.2	
	503.5	LONG BEACH 0.1	0.6	
	503.6	CROSSING P. E. RY. 0.5	0.5	
	504.1	END OF TRACK	0.0	
		(2.7)		

Service by extra trains only.

All trains and yard engines moving from Thenard to San Pedro will communicate with yardmaster at San Pedro, from Thenard, and obtain his authority for the movement.